

REMARKS

The drawings have been rejected under 37 CFR 1.83(a) as the drawings must show every feature specified in the claims. The Examiner has stated that all components on the vehicle being composed of interchangeable modules must be shown or the features cancelled. As indicated by the Examiner, the claim states that the vehicle is composed of interchangeable modules. The figures, specifically Fig. 2, shows variations of the components and how they may be arranged. It is impossible to show every possible arrangement of the interchangeable modules as they are too numerous.

*See
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figures 1-3*

The specification has been objected to under 37 CFR 1.71 because it fails to provide a complete written description of the invention. Please note that the specification on pages 9 and 15 have been amended to obviate these objections.

With reference to optimization of consumption, the Applicants do not agree with the Examiner's objection. A person skilled in the art is able to understand that a vehicle with less weight (see pages page 2, lines 20-24) and with a feedback of energy (see page 3, lines 1-9, page 13, lines 2-4) displays a higher efficiency than a conventional vehicle and therefore allows an optimization of energy consumption. Thus, the Applicants request the objection be withdrawn.

Claims 1-3, 5-7, 9, 10, 18, 19, 22-26 and 28 have been rejected under 35 U.S.C. §112, first and second paragraphs. Please note that the claims have now been amended to obviate these rejections.

The claims as now amended are directed to a piste-maintenance tracklaying vehicle comprising an internal combustion engine connected with a generator. At least one electric motor drivingly connected via at least one gear to at least one drive sprocket of at least one


track and being switchable as a current generator in an overrun mode. Electrohydraulic and/or electric accessory drives and an electronic high-performance device for controlling motors in accessory drives. Wherein at least one electric accessory drive for the shaft of a rotary snow plow is synchronized with the electric motor of the drive sprocket and wherein the electronic high-performance device is connected to the accessory drives to directly operate the accessory drives with an energy gained by the electric motor that has switched as a current generator in the overrun mode. The rewritten independent claim is based on claims 1, 2 and 6 and should obviate the Examiner's §112 rejections.

Support for the claims can be found in the specification on pages 3 and 5. Specifically, it states in the specification that "...an electric motor ...can be used as a brake during downhill driving or in the overrun mode, with energy being possibly fed back at the same time due to the generator effect of the electric motor." Additionally, "...such an energy feedback effects a further reduction of the energy consumption, as the energy gained can for instance be used directly for operating the accessory drives for the additional devices." Furthermore, "...the electronic high-performance device (means) can control the energy production... of the electric motors...Furthermore, the electric high-performance device (electronic means) controls the switching of the electric motor to the current generator and thus to the energy supplier during downhill driving or in the overrun mode." Thus, there is support in the specification for a supply alternating of current directly from an electric motor to an electrohydraulic drive. It should be obvious to one skilled in the art that an electrically powered winch is also capable of feeding back energy to the electronic high-performance device (means) during downhill operations.

In view of the foregoing, it is believed that the amended claims and the claims dependent there from are in proper form.

The application is now considered to be in condition for allowance, and an early indication of same is earnestly solicited.

Respectfully submitted,


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